from the Hudson River to Lake Erie; and unless the vigorous procedulen of our cannils is resumed, this roat a will be built mer are its projectors afraid that the expenditure of the money, necessary to build it, will decaye the features of the country! And yet one of the points made by the Governor. In favor of the temporizing princy, is that the expenditure of large sums annually no on the carais will "decaye the country." This is one of the elyoctions which he makes to the bill of '51; but no cuch apprehensions are entertained by individuals, who are prosecuting private enterprizes of almost equal magnitude with that which he thus condenous.

issued by individuals, who are prosecuting private enterprizes of almost equal magnitude with that which he thus condenues.

There is however, another and very strange reason urged by the Governor, or by the authors of the Canal portion of the Message, to which I wish to refer. I was sorry to read this language, Sir. It was humilisting, and unbecoming any man claiming democracia instincts. On page 25 of his Message, the Governor says:

"It was objected to the law of 1851, 'That prices were high and the money market inflated, and would become more sounder the influence of the law."

Subsequently in arguing upon this subject, he says, in substance, that it is impolite to let out large amounts of work at once; and thus, not till labor should become greatly depressed, would it be prulent to enter largely upon the resumption of the public works; for not unal then could the State hope to profit by the uncensities of labor! I read this portion of the Message with a feeling of contempt for the impulse which could have dictated it. The Governor, Sir, residis in a marble palace, and fares sumptuously every day. The State—the people of the State—pay a two thousand dollars amount reat for his princely mansion; and yet this man, professing democracy too, begrudges the poor laborer his screen skillings a day! In 1851, when the repullisted Canal law was passed, thousands of laborers were bardly earning the live shillings a day; and yet the Governor is so economical that he would refuse to resume the prosecution of public works until labor skall be starced into a still greater depression! Perhaps, Sir, he would have the and pluck." Is this the spirit of modern democracy? What blusting shame should rest upon the man capable work with the conomy!

But, Sir, would the immediate resumption of the public work with the vices contemplated by the law of

What blasting shame should rest upon the man capable of such economy!

But, Sir, would the immediate resumption of the public work, with the vigor contemplated by the law of 1831, have any improper influence upon the price of labor? It is my opinion, you may expend twelve millions of dollars in three years for laborupon the canals, without causing labor to rise above one dollar per day. Who would desire greater economy than this? Your Governor would "defraud the krieling of his wages," would confine your work upon the canals to limited amounts to avoid high prices? To whom, Sir, are these high prices paid? To the labore for his work—to the furner for his agricultural produce. Governor Seymour would have the price of labor reduced, and the productions of the farm purchescable at less prices, that the Sintemight enjoy the "advantages of low prices."

Mr. B. here gave way to a motion to rise and report progress.

Mr. Burrougus resumed his remarks, as fol-Mr. Burnoughs resumed his remarks, as fol-lows: I believe, Mr. Chairman, that Governor Say-mour has the honor of having originated the argument, that economy forhede the resumption or prosecution of our public works, so long as the price of labor and of agricultural products commanded a fair price in market. He is the first Executive of the State who has ever fet called upon to advance such an argument, and seems to have deemed this argument so very important that he refers to it no less than three times. On page 30 of his nessesse he says:

refers to it no less than three times. On page 20 of his message he says:

"I have been compelled to the conclusion that the practice of borrowing and expending large sums of money within short periods of time, has been at once rational them (the Canals) and injurious to the public interests. The effective application of money previous to 1835, extended through a period of about 12 years.

"Unfortunately, the prodent system of expending our surjustable von a nonadomed. The policy of borrowing is always adopted when money is abundant, when a speculative feeling pervedes the community, when extravagant plans are oppular, when such a survey and plans are oppular, when surveying them to application of money produces the less effect. This state of affairs prevailed to an measurabled extent in the years 187.8-9 and 1816, when under its influence, and during that time, the State borrowed more than \$18.00,000 for Canal purposes, and incurred obligations in addition, that awalled the sum of liabilities to \$.9,713,905 53, and created the leavy interest account that has absorbed so much of our revenue."

heavy interest account that has absorbed so much of our revenues."

Again, on the 32d page, he says:

Again, on the 32d page, he says:

In consequence of the absorption of its revenues by sinking funds and interest accounts, it was unable to avail itself of the lose prices which prevailed from 1842 to 1347.

The entire of his argument on the subject of the Canals, will be found to breache the same spirit. If we had any deubt in regard to his meaning, while referring to the subject of high prices, this doubt is dispelled on reading what he says in regard to the law of '51. The prices of labor and of agricultural products at that time are fresh in the minds of all. He says:

"It was objected to the law of :83d, that the expense of the work would be increased by putting so much under contract at one time; that prices were high and the money market late."

If I do not entirely missonrylend the intention of the

inflated, and scentle become more as under the inflatence of the lare."

If I do not entirely misapprehend the intention of the Governor, he here clearly wishes to have the Legislature understand that, in his opinion, the prices of labor and of agricultural products were too high, when that bill was passed, to have justified the resumption of the public works; and that their resumption should be delayed until both had reached a lower standard. The other day I stated that laborers in most of the State in 51, could not command more than 87½ cents per day in summer, and in winter 62½ cents per day. Any gentleman who will take the trouble to examine the subject, will find that nowhere, out of the large cities, did their wages exceed 90 cents. Yet so high did Gov. Seymour deem this poor pittance, that he makes it an objection to the attempt to go on with the enlargement.

But what, cir, were the prices of agricultural products

tion to the attempt to go on with the enlargement.

But what, cir, were the prices of agricultural products at that timer 1 believe every farmer in Western New-York will remember that he was obliged to sell his wheat for about 85 to 95 cents per bushel. Indeed, even farmers residing in our central countries, who are nearer the market than those of us residing at the West, could command but little more than a dollar a bushel. Was this too high a price for wheat? Must we refrain from

formers residing in our central countries, who are nearer the market than those of us residing at the West, could command but little more than a dollar a bushel. Was this too high a price for wheat? Must we refrain from expending money for improvement purposes, until wheat is brought down below a dollar, and labor below sixty two and a half cents? I do not believe that the internal improvements of the State, or the vital interests of the people are to be arrested or interfered with by any such miscrable system of economy.

The Governor—quite unwilling to allow the consideration of the present condition of our Canals, resolved to divert use as far as possible from the real question, important just now to be considered: "What shall be done to carry forward and hasten the completion of the Canals?"—strikes upon an old note, and sings in strains as dolorous of debt and taxation as any of the flore anti-Cenal men of 1817—or '42—or '46—or '51. Three-tourths of all this long censy on Canal policy is under up in recounting unpaid debts, in weeping over interest accounts, and in prophesying, after the fact, upon what might here been done, by expending money without borrowing any, and, I think it may be added, when we had none to expend. If a statesman of his segacity had hieseed the generation which commenced the Eric Canal in 1817, your Clinton's occupation would have been constructed, upon salt ared suction duties,—completed, and a balsace in the Treasury still remaining! He compels you first to review his financial history, written in strong and unmistable terms, and, after weeping through the disactives past, constructing every sendence in terms of history with list subarged bonts to carry 25 tuns additional burden; but subarged bonts to carry 25 tuns additional burden; business of a larger growth, and finally for bosts or 30 tuns or more. If he had a subarge is a larger growth, and finally for bosts or 30 tuns or more. In 1845, he was for resuming the work of enlarging the Cenal; in 1833, he tarny his back upon his

completion of the unfinished public works. The history of our canals gives abundant proofs of the truth of these propositions.

"The Constitution of this State, which was adopted by a great majority of the popular vote, establishes a redi-defined and comprehensive manaciest systems, devigance to pay of the debt oceated for the purpose of internal improvements, and provide for the completion of our unfinished Canada; and also to pay the General Fund debt of the State, and provide for the support of its government. To prevent the recurrence of the evils of indebtoduces, if forbits the creation of any debt beyond one million of dollars, except to repol invasion, suppress insurrection, or defend the State in war, unless anthorised on a direct appeal to the popular will in the manner directed by the Constitution. Those important provisions have recently been topics of earnest discussion in popular assemblages, in she halls of the Legislature, and before the judicial tribunals."

Well, sir, what did the people understand by the adoption of the financial article of the precent Constitution! And what did the framers of it themselves understand! If the Governor will refer to the arguments of his present associates during the discussions of '43 and '46, which led to the adoption of that article, he will be able to understand that article as the people then understand by the then dominant faction in the State that the public works should be ruspended; that the policy of the Democratic party should be changed. The decree had gote forth that the canal policy of the State should be changed. In pursuance of that decree, as the state about the changed. In pursuance of that decree had gote forth that the canal policy of the State should be changed. In pursuance of that decree had gote forth that the canal was threatened; resolutions siftening that decree were passed in various

counties, and preparations made for the accomplishment of that threet.

In 1846 this "day of reckoning" came. By whom was reckoning demended? Not by the people; not by the friends of the canals; nor yet by the original contributors to the Canal Fund; but by the new lights with whem the Governor has recently associated himself—and for this necessity, abundoned the former friends and his former self.

In 1817 the people of this State deemed the construction of the Eric Canal so importent, that they consented to impose onerous burdens upon themselves, in order to incident a tesuit.

They consented to raise the duty on salt from fire to twelve cents a busilel. They con-ented, also, to have the suction duties continued, the City of New York nobly surrendering her local claims to these duties, to create a fund to pay interest on the Canal dobt. There were many distinguished friends of the canal who heid large tracts of land which they wisely believed would be bearinted by the canal; and those men liberally appropriated portions of these lands to sid the Canal Fand. All these burdens were borne, and contributions made, because it was believed that the construction of the canal was indispensable to the full development of the resources of the State; nor were they mistaken in this opinion.

Come down now, Sir, to '46, when the State had ex-

sources of the State; nor were they mistaken in this opinion.

Come down now, Sir, to '46, when the State had expended over fifteen millions of dollars on the Enlargement of the Eric Canal, demanded as that expendiare had been by the interests and necessities of commerce and the State; and you will find a class of men, insisting that the Canal Fund was largely indebted to other State funds; and that no further expenditures should be male upon the casals until that class of debt, as it was called was first liquidated. This scheme was trumped up by the enemies of the Canals to forces preclade the possibility of their recumption. This development revealed thinport of the promised "day of reckoning," and feund its embediment in a report made to the constitutional convention, Doc. 47, page '44, schedule G., as follows:

tiobal convention, Doc. 47, page 47, and the lowe:

ADVANCES FROM THE GENERAL FUND TO THE CANALS.

ADVANCES FROM THE GENERAL FUND TO THE CANALS.

Salt duries from 1817 to 1837. \$2,055,458 00

Vendue duty from 1817 to 1825. \$23,009 09

Steambeat tax from 1817 to 1825. \$23,009 09

Sales of land from 1826 to 1836. \$10,355 18

Paid by General Fund for deficiences is revenues of lateral canals from 1830 to 1841. \$1,353,478 88

200,535 58

\$7,491,E24 74

5,351,222 01 5,351,222 01 5,000 compound annually at 5 per cent...5,353,343 00 This, as every fair-minded man will allow, was a trumped up claim against the canals, made as an excuse for demanding reimbursement in the form of large appropriations of Canal revenues, to pay the debts with which the General Fund was loaded by a failure of the railroad Companies to pay their indebtedness to the State. On page No. 20 of the Report the Controller says:

which the General Fund was loaded by a failure of the resilured Companies to pay their indebtedness to the State. On page No. 20 of the Report the Controller says:

"The advance from the General Fund to the Erie and Champlain Canal Fund, with only simple interest thereon at 5 per cent, as given in table 6, shows a total of \$11,275,792. This alone entitles the General Fund to an annuity of \$603,509 16, which is only 5 per cent, on the total amount stated in the table referred to."

The object of this trumped up debt was to render the canals ofdous—to load down the canals with what was claimed as its indebtedness to the General Fund—to make the people believe that the canals, instead of yielding a revenue to the State, had not discharged their obligations to the State. Those who assumed this position in the Convention were the men who only looked upon the canals as useful in so far as they enriched the General Fund and reduced taxation. They forget, or did not choose to understand, that the canals had a higher and nobler purpose—the enrichment of the people, and the advancement of the commercial supremacy and glery of the State.

Well, sir, let us look at this account current against the Canals, as made out by Controller Fingg. He finds that the selt duties, from 1817 to 1845, amounted to \$2,035,489.05, and that all this sum had been expended upon the Canals. This he sets down as a debt from the Canals to the General Fund. This sum had been expended upon the Canals. This was a process by which the men of 17 and 35 years to be compelled to pay an obligation twice over; for no one will dispute that nearly the entire of these soil duties had been pied into the Fresarry by the people of the West, who also pay the great bulk of the tolls upon the Canal. This was the kind of institute only the men with whom Gov. Seymour now takes sweet councel, and from among whom he has a self-constituted enhine of counselors!

Next were the vendue duties, from which \$3,592,039 65 had been received from 17 to 36; also, the steambout d

works!

But this is not all: it was claimed that the Eric and Champlein Camis were responsible for the deticiencies in the revenues of all the lateral Canals of the State, which amounted, it seems, is \$1.384.898.80. Naw, I would sak gentlemen whether, when the Genessee Valley, Chenango, Black River, and ather lateral Canals were undertaken on the credit of the State Oa the Eric and Oswego—or on the credit of the State Oa the credit of the State most assuredly. No other position would be assumed, except by those who were determined that the paying Canals shall be no farther prosecuted. When the "day of reckoning" came, this position was assumed by those with whom Governor Seymour is now in loving followship.

But why should the deficiencies of these canals be made a charge upon the paying canals. Their projectors—these very men—kne when they were undertaken that they would not, when built, pay the expense of keeping them in repair; and yet they were undertaken, upon the credit of the State, which, and not the paying canals, was responsible for their cost and their deficiencies. If a different doctrine is admitted, the Eric Canal might, with equal justice, be held responsible for the repayment of the three million loan to the New Yark and Eric Railroad for the loan to the Ithaca and Owego, and the Catakill and Canajoharie Railroads. Taose debts are just as properly chargeable to the Eric Canal as the deficiencies of the lateral canals.

The lateral canals were constructed to benefit the rejean through which they nass. They will accomplish

and the Carskill and Canajoharie Railroads. Taose debts are just as properly chargeable to the Eric Canal as the deficiencies of the lateral canals.

The lateral canals were constructed to benefit the regions through which they pass. They will accomplish this, and develop varily the resources and wealth of those regions. I have no fault to find with their construction; I only claim that they were undertaken and built upon the credit of the State, and not upon the credit of the Eric canal, and their deficiencies should not have been thrown upon that canal—certainly not until it was enlarged, and capable of sustaining the burthen.

The aggregate of the items of indebtedness thus rolled up against the Eric Canal reached the coormous sum of \$0.354,222 01. But this was not deemed a sufficiently heavy burthen to throw upon the Eric Canal: Mr. Controller Flagg proceeded to calculated the interest upon these several sums; and this interest was to be added to the original "debt," making an aggregate of \$11,313,575 oil! What was the object of all this, Sir! Is any gentleman at a loss for an answer! Is it not as palyable as smallght that it was a deliberate plan to close up, forever, all hope of the completion of the State Banks had been carried, and the Banks had failed to meet the loan, then that, too, would have been a charge upon the canals! It would have been no more unjust than the proposition to compel them to liquidate all the items of indebtedness to which I have referred.

But, Sir, let us look a little further into the "well-defined and comprehensive financial system," so enthusiastically lauded by the Governor. That system was the result of a predetermined purpose of the enemies of the canals to prevent their enlargement. Long anterior to the Convention it had been determined, by a certain class of men in this State, that a change should be made in the immerial and canal policy of the State. The policy of allowing the people. What if sind feult with is, that this provision did not except the canals from its op

ids not leave to the representatives of the people the determination of all questions relating to the unfinished
public works.

This, in my opinion, should have been done. If the
Convention had allowed the Legislature to determine
whether meney should or should not be borrowed, to
go on with what had been begun, I should have been
content with the "well-defined and comprehensive
financial system" to which the Governor refers. But
this was not the policy of these who controlled the
Convention. They wished to preclude, forever, the
possibility of the enlargement of the Eric and Oswago
Canals. This was, at the time, the opinion of all the intelligent friends of the Canals at the West. They saw
its effects, and predicted just the results which have
followed the adoption of the financial policy of '46. In
1846, a Convention was held in Rochester, which was
attended by a large number of distinguished men. The
Hon. Ashley Sampson presided over the Canvention;
William Penceck, Vice-Presilent. H. K. Smith, N. K.
Hall, Nathan Dayton and F. Whistlesey were appointed
a Committee to draft a memorial, which, among other
wholes ome truths, contained the following:

"While our public worth have been suspended for four
and a half years, we have paid about 64,000,000 for the interest of \$13,000,000 expended upon the improvements,
which are unpreductive, because they are unfinished; eight
vers more will make that interest amount to \$19,000,000.
The expenditure of that mu to our canals would secure an
additional revenue, which in a few years would exceed the
interest on the whole \$13,000,000; and which, as your memorialists believe, with the addition of the present revenuse, would pay off the whole of our canals to the propriet and price on a canals to
the whole years and per it is gravely proposed to insert
an article as our Stote Constitution of present revenuse, would pay off the whole of our canals to the payment of our present sevenuse, would pay off the whole of our canal to the payment of our present sevenus

chancels, and the improvement of our canals will no longer be desirable. The interest of the \$15,000,000, expended and still improductive would be that time amount to more than \$12,000,000, expended and still improductive would be whally and irretrievably cost to the people of the State, as well as the immense banness and wealth which would result to our citizens from an early completion of our canal improvements."

There is sound eccionary in this memorial. If its advice had been regarded by the Convention, the Eric and the Oswego Cana's would have been enlarged ere this, and the large interest upon an unavailable debt, referred to by the Governor, would not have accused. It is also prophetic, and siready its prophecies have been fallfalled by instory. Nor are the opinions of these men changed; what they thought in '46 they think now.

A Convention, for a similar purpose, was held in Lockport about the same time. That Convention also sent a interest of the constitutional Convention. It constitutes document No. 49 of that body; and it would be well for gentlemen who wish to refresh their memories in regard to the events of that period to refer to this and similar documents on the same subject. The sentiments then expressed by the people of the West are still their sentiments.

But the wise policy pointed out by those memorials.

continuities policy pointed out by these memorials and the people precined by the financial stricts of the Constitution, from adopting any other than the slow process pointed out by that instrument for recanning and completing the works. And yet, we are called upon to suknowledge that the men who controlled that convention are in favor of the cand calaryment. Those who entertain this opinion, should real Mease Hoffman's cenal plan, submitted to that convention. That will not only enlighten them in regard to what were the views of Let goadlenan and those who setold with him, but they will discover in it the pattern from which the Governor drew his plan—not for enlarging, but for "improving" the sant. Yes, Air, Hoffman plan of 36 is Seymon's plan of 33 the only all, that the latter looks to a little more extensive "improvement" than the gentleman from whom he has considered the same that the pattern of the consideration, that I should refer to at least one other actor in it—one as eminent for his consistency of character, purify of life, and eminent ability, as for his love of the Internal Improvement policy of the State. He was not satisfied with the items constituting the \$11,000,000 debt, which were trumped up against the Canals. They were not sufficiently crushing; and, for the purpose of furnishing as a perfect picture of the Model Canal mea, who have recently gone through the State representing themselves as sound and housest and bleval in regard to every proposition looking to the completion of the path is work, but particularly to prove that he was ense of the best Canal men in the State—a man of much language to the remaining the provention of the path who have recently gone through the State representing the canal of the same day to the canal board of the same day to the same day to

There was a distinguished sentleman in the Convention—now a member of this biouse (Mr. Loomis)—who was not satisfied with this article, and he moved to insert the following as a substitute:

"The surplus revenues of the Casals, after complying with the provisions of the two last preceding sections, shall be appropriated, at the discretion of the Legislature, to defrage the ordinary expense of the Government, and for other purposes; but no law shall be passed supropriating or plectains, for the construction of improvement of any Casal or Railroad, any part of said revenues beyond those of the year carroin at the time of the passing of such law."

This, Str. was the plan of ray friend from Herkiner. This was the proposition—liberal and irrational—which was attempted to be carried through the convention, and unside a part of the fundamental law of the State. And although this proposition, in those words, was not adopted, it and the article which finally prevailed, indicated the spirit of those who framed the "comprehensive system," collegion of the Governor as a "is well defined and comprehensive system; and the "important provisions in precenting the relie of indebtedness."

This "judicious" contemplated, not the enlargement but the "improvement of the canals, as any gentleman who reads the Constitution carefully will see. This was the purpose and policy of those who controlled the convention.

Sir, in the western part of the State the opinion prevailed, in 1846, that it would be wise to exceed the period within which contracted debts should be paid, to beyond eligibres years. But it has probably become a part of the political decalegue of the time, that no debt shall run beyond eighteen years. Such, however, was not the opinion of the people of the West. They which shall run beyond eighteen years. Such in the proposition, the unfaithed Canals of the State. The which the constitution was not a speedy completion. And further, they left that the spirit of the Canals was to secure a more policin return, as in the co

article of the Constitution, which reads thus:

"SEC. 3. If at any time after the period of eight years from the adoption of this Constitution, the revenues of the State, unappropriated by this article, shall not be sufficient to derny the necessary expenses of Government without continuing or laying a direct tax, the Legislature may at its discretion supply such deficiency, in whole or in part, from the surplus recounts of the Canada."

The Governor cays it is a "mistaken idea, entertained by many that the spirit of our Constitution is hostile to the public emprocession.

by many tast the spirit of our Constitution of the State it is not even public supervenesses.

But, sir, in the Western part of the State it is not even yet believed that those who expertained this "idea" were "mistaken." They have ever regarded this restrictive article of the Constitution as hostile to the Catala, conceived and adopted in a spirit of investment bestility; and they will continue to harkor this "idea," unless those who controlled that Convention, and who

new centrol the State Administration, shall come for-ward with some practicable, houest plan for the speedy completion of the Canaia.

When on this subject yesterday, I referred to some of the novel propositions embodied in the Governor's plan for the "improvement" of the casals. But there was one of the items in his plan to which I did not refer, as I had not at hand the passages of the massage to which I wished to call the attention of the House. On page 30 he says:

page 30 he says:
"To complete our unfinished public works in the manner above proposed, it is necessary to expend about \$1,000,000 annually."

"To complete our unfinished public works in the manuer above proposed, it is necessary to expend about \$1,000,000 annually."

There is, also, on the 28th page, the following:

"Every increase of six mehos to the draft, will add about \$25 the so their loads."

This paragraph is characterized by a very remarkable and profound sagacity. We gather from it what he means by his "improving," or "enlarging until enlarged system. Each year, for five or six years, he proposes to deepen the canal six inches! The Governor is, therefore, for the six inch system—the bottoning-out system—a system by which, in six years, the canal will be deepened three feet! And even this six-inch system is not to be general. It is only to be brought into requisition where the navigation is most obstracted. How would the people have received this six inch proposition in 1877: If we had had a six-inch Governor in '17, as we unfortunately have in '33, we would have had "an enlarging canal until it becomes the enlarged canal," as the six-inch system progressed!

The Governor has told as, sir, that the money already expended on the canel has greatly increased its capacity, and that beats can now navigate the canal of twice the loanage of those originally available. I do not deay that the enlarged work, already completed, has tenified areally to facilitate the transit of produce, by shortening the time necessary to make the through trip. But when the Governor assumes that this partial colargement has recented in enabling for warders to navigate the canal with larger boats, I keg leave to take issue with lim. There are over two hundred and fourteen miles of the canal of precisely the dimensions established in 1817—thirty-five years ago! And yet I admit that boat of much greater tomage than than those originally enployed navigate the canal. But this fact is attributable not to the money already expended on the enlargement, but to the grains of our mechanics—to the improvement in the art of boat-building. Experience has longit them how to render ever

results.

The first boots built were sharp and deep and narrow, only crpable of carrying some 400 or 500 barrels of fear. They were generally too fitted up for passengers. But now these lify conceived models have given place to boots, bread in hull, with storage room from built, lind to beam, with scarcely cable room enough for the cost, and while a tunings capacity (without drawing a single inch more water than the old boots) which can alone them to carry 800 barrels of flour. It is therefore, I repeat, to the ingenuity of our boot builders, and not to the increased capacity of the canal, to which we owe this increased capacity of the canal, to which we owe this increased tunings especity of our canal boots.

But the Governor says that house of the enlarged Canal size now pass from Builde to Rochester, and from Rome to Albary. Now, Str. I insist that the Governor, in this remark, conveys an erroneous impression to the mind of the reader of this meisage. I live, Sir, where I may be supposed to knew something of the size and capacity of the boats navigating the Eric Canal, and I can say, without fear of contradiction, that there are not more than a half dozen boats (and seow boats at that) of the enlarged size now on the Canal west of Rochester, for the cufficient reason that they would be entirely unavailable on account of the 214 miles of unenlarged Canal, which still obstruct the free transit of the vast and rapidly-secuminating trade of the great West.

But, Sir, I desire to call your attention still farther to the mersage. On page 32, the Governor says:

"It is impressible to estimate, with any degree of accuracy, the amount of the surplus tolls furing the next any vars. To enable the Saite to make an annual expenditure of one million of dellars on our Canals, it will probably be necessary to raise in each year, from some other source, about \$50,466, in addition to the amount of the surplus tolls.

Here, Sir, the Governor flads himself in the same discussion and out of the Convention, in 1845. He cannot com

sery to raise in each year, from some other source, about \$350,160, in addition to the amount of the surplus tolk."

Here, Sir, the Governor finds rimself in the same dilemme with those in and out of the Convention, in 1845. He cannot compute the period when the Canad will be completed. I suppose, Sir, we shall have to depend upon the computative talent of the gentleman from Herkimer. He may callighten us.

But the Governor has something to say about the "legislation of [31," on page 26—about the "suffering sate legislation of [13," on page 26—about the "suffering sate legislation of [13," on page 26—about the "suffering sate legislation of [13," on page 26—about the "suffering sate legislation of [15,1] as exclosely affected the resources of our Canals."

The Governor here clearly enough amountees to the Legislature, that, by the law to which he refers, the Tree-cry has been despecied of five huadred thousand dollars. But he does not say how this can is to be replaced. I had occasion, in one or two instances, to adictive the boldness with which he says "I recommend." He had constitutional authority for this boldness; but, unfortunately, the only instances in which be makes are of those comprehensive words relate to subjects so the which there is little or no differences of opinion. But when he comes to talk about other matters—subjects of a delicate nature—like the canal enlargement, or railroad tolks—be feels his way very, very carolity. Herefers you, it is true, to the "sufferiment lagislation of 1851," by which the tolls were taken off from railroads; and I thanked him for it; but I would have thanked him still more if he had said, "I recomment the repeal of that law, the resociation of those talks." But there is no such recommendation. No, Sir, that was a subject involving to amount resolution has the lumedate representative of his Excellency. To Charles A Mann, more than to any other legislator, belongs the responsibility of that law. His reports in favor of it are profoundly elaborate and they did more t

large investments, and his west known accionose, rendered him a close observer of what was in progress.
No man in the State knew better what was going on,
and very few were better posted in regard to the probable fate of pending propositions. But where is the man
to whom he ever addressed a single word in deprecation of the passage of that railroad bill during its pendchecy! If there is a single man whom he ever solution
of the passage of that railroad bill during its pendchecy! If there is a single man whom he ever solution
of the passage of that railroad bill during its pendchecy! If there is a single man whom he ever solution
or silicode, I should, Sir, like to see him. If that measure
was "unfortunate"—and I believe it was—I believe so
now, as I believed them—then why does not the Gorerner discard his sickly timidity, and, like an honest
man, sworn to initiatively execute his high trust, asy,
"I recommend the repeal of the unfortunate legislative
act, and the restoration of toils upon railroads of the
State, from which they were removed?" But he does no
such thing. He dared not do it.

Again, Sir, he says on page 32: " Different modes
have been proposed to raise the sums necessary for the
procecution of our public works. The Legislature may,
in each year, impace a tax for that purpose; or, it may
beared the money under the provisions of the 12th
section of the 7th article of the Constitution, which reoute that annual tax shall be impaced, that will pay the
interest and redeem the principal, within its years from
the time of the contraction of the debt."

The Governor has forgotten to advise us of the fact
that if any money is to be becrowed for the consoletion;
of the several canals, that each proposition, for each work,
must be distinct. No law can contain more than one
object, and but one law can be submitted each year,
this is the requirement of the Constitution. It elactically precludes joining all the canals in one bill, or commining of the Eric clanal in one year; for the Oswego
in

graph, but particularly in that where he rolunteers to say, that "the opinion is entertained by some that railined will yet take the place of canals." I would like to know who this "some" clique is; I should like to know who this "some" clique is; I should like to have seen them when they were dictating tais sentence of the message to the Governor. If you, Sir, could see these "some," and were called upon to write their names, you would find that, with a few exceptions, their names, you would find that, with a few exceptions, their names commenced with a C. They do thick that railrosids will supersede canals, and they intout that their opinion shall be well founded, by preventing the enlargement and completion of the canals.

I do not know how or why it is, but I have noticed, for a few years past, in the Legislature, a gradually augmenting friendship for railroads, and a corresponding coldness toward canals. Those who should be most reclous in their defense, are either most indifferent toward, or most distinctly hostile to them, I do not know who, before the Governor, should be the leading guardian of these great sources of future permanent revenue to the State. He should be conspicuous for his zeel in their behalf. The Legislature and the people had a right to expect from him some plan for their precedy completion. But we look in vain for such plan. The friends of the canals are disappointed, and only their cormies are preased.

But, Sir, this state of things is not new or novel. I have observed for several years that it was extremely difficult to necemplish anything for the public works; indeed, that it was almost impossible to secure the passage of any law which did not meet the approval of the representatives of railroad corporations. They are generally gratified, however the interests of the State. If the Canals were enlarged, I would have no fears from that quarter. I would venture them against all railroad componiations or competition. But if their enlargemen it is to creep along through, fifteen or twe

Mr. Bernoughs ressumed his remarks:

When the House was last in Committee on the Governor's Metrage, I referred to the soveral suggestions of the Governor in regard to the resumption and prosecution of the Fublic Works.

I then expressed the opinion that these suggestions were not very default, and that it would be dufficult to decide, from them, what the Governor desired or in the delite to recommend. I find, sir, that the same difficulty his been experienced in other quarters. The following is from The Malans Aglersonians, a Domocratic paper, edited by Judge Flanders, a well known and influential benegrat of Frankin County:

"Gov. Seymour has a difficult task in dealing with this subject of the canals. Consummate political trimmer as he is he will harily be able to satisfy both the canal interest and his barnhurning allies. In his Message he trims and halances with great adroinness, and in one paragraph seems to recommend the taxing of the people to go on with the work upon the canals—in the next paragraph he recess to recommend an amendment of the Constitution, so as to saddle us with millions of additional debt for that object—and finally, in a third paragraph, he leaves one in doubt whether or not he has recommended anything at all. On the whole it is a piece of non-commitalism, worthy of the best days of Martin Van Buren. But still the impression is made upon our mind that the Governor is in favor of going on with the expenditure upon the canals, and is indifferent whether the money is mised by taxing the people, or saddling them with debt, and that he comes as near to directly recommending it as he dares to do in view it his present political associations."

There is, Sir, one passage in the message which appears to look to an amendment of the Constitution to facilitate the commendation of the public works. I have, more than one of during the course of my remarks, remarked, the constitution of the public works, but that they work the following the course of my remarks, remarked the new of the public work

an absurdity. It is no

an anarony. It is no such amendment as he plodged himself to the people of Western New York to support. But he is not the ently "eanal man" who, when in office, he profifered the people at stone" instead of the "bread" promised on the stump. The Governor had a memorable example for his berayal of the people, and the violation of his plesiges, in the "Pledge" history of the campaign of 1841.

The Governor, Sir, is cautious, very cautious, in what he says. There is a great deal of careful triuming in his suggestions; but all is in harmony with the suggestions and recommendations of his fellow isborrer in the work of official prevarication and deception. During the discussion of the Senate joint resolution the other day, the gentleman from Herkimer (Mr. Loomis) should the House. "Do so sich to break down the safe barriers of the Constitution" if yo, then shall I lift my coice against it." Thus you see, Sir, that it is not intended by the gentleman from Herkimer that the Constitution should be amended at all. He said also: "I propose to apply the surplus earnings of the Canala, for each from the safe to the constitution of the Governor and of the gentleman from Herkimer that the Controller rays, on page 10 of his report:

"In the opinion of also Controller, the only true, as fe and hencet rule in reference to expenditures within the legitimate and well accretand sources of income."

This passage occurs in connection with remarks on the sulpect of borrowing money. Take this passage and the remarks of the gentleman from Herkimer, and pat them both by the sile of the point no other superiors of the Governor and you will find, sir, that they point to the same like of policy, ric; a Sister kat type days and the remarks of the gentleman from the sulped works for the current fiscal year only. Take, in my opinion, is the circumstance; the opinion of the find of the point no opinion, is the sine of the policy marked out by the administration, how do the irlends of the canals like it. How does it considered the fund to be ex

Mark this, Sir. The railroads penetrate shoot every county, and attord a ready and cleap mean of transportation. This he says of railroads, but when he refers to the canada—they to which, if improved by the labour, mechanic on the control of the

millions of this sum, at least, would be saved by the entargement.

I beg, just here, to call the attention of the Committee to a report made by Controller Flagg to the Constitutional Convention of 1846. He was called upon to make an approximate estimate of the value offithe Canals of the State. He complied with this request; and his reply was, that they would pay an annual interest of two percent, upon thirty-two millions of dollars.

New Site appears by expending \$12,000,000, we re-

New, Sir, suppose, by expending \$12,000,000, you reduce the cost of transportation \$2,000,000, you at once double the value of the canals to the consumer. Suppose you save \$2,000,000 a year in this manner; this is the interest, at 5 \(\phi \) cent, on \$40,000,000. By enlarging the canal, therefore, so as to thus reduce the price of transportation, you add \$40,000,000 to the productive value of the canal, for the interest upon that run with he saved, to those who use the canal, on the productive value of the canal \$72,000,000, the moment they were subarged; and in ten years they would pay a 5 decent, interest on a hundred millions into the Treasury of the State.

Time will sustain the calculation, and demonstrate the foily of those who hesitate to invest \$12,000,000 to complete the public works.

Suppose you should not be able to pay the debt created for this purpose in eighteen years, you will leave to the next generation an enduring evidence of your enterprise, productive of incalculable benefits to this and succeeding generations, increasing and magnifying the gigantic resources of a State justiy called "an Empire; and this enduring work will remain to discharge the debt incurred for its completion, without bardening those who shall come after us. It will augment beyon calculation the value of our lands, increase and establish the ascendency of our commerce, audit our patient as first in the confederacy, and perpetuate the digitity and glory of the State whose motto is, and I hope ever may be, "Excelsion." Now, Sir, suppose, by expending \$12,000,000, you re-luce the cost of transportation \$2,000,000, you at once

MINNESOTA.

Rev. H. M. Nichols, who is new in Minne acts prospecting for a colony that intend to emigra-from Massachusetts in the Spring, tells some magnif cent storics shout the country, in letters written to The Northampton Courier. He says the sleighing is excel-lent, but the air is dry, with no wind to cause any drifts of snow. The clearness and dryness of the atmosphere render the climate favorable to those of a consumptive constitution, and then there is so much electricity to the air that a person cannot feel languid. Speaking of

the air that a person cannot feel languid. Speaking of wild fruit, he says:

"Cranberries, blackberries, strawberries, raspersis whortleberries, plums, cherries, gapes, crah apples, see berries, black bare, grapes, crah apples, see berries, black currants, black haws, rice and beans all grow wild, and some of them in the greatest abundance. And beside these, there is the m'do or Bacota boutace. And the species of turnips, which grow wild and are much used to it indicates for food. One of these last named, the typrimal, or Dacotah turnips, graw in size from year to year, increasing with every summer that passe over it. Apples withoutside here, if grown in the first place in a northern climate, and nurseries are now growing in St. Paul, where posses can supply themselves with graffed trees at a character. Quinces will do well here, but it is not yet fairly proved whether peaches will flourish here or not.

"Melons of all kinds grow huxrianity; indeed, the counts of the vine race are such as to challenge the sweet faith of my Eastern friends. I have it as a soborted from a man of veracity, the present Sergeant at Arms of the liouse of Representatives, that a squab, remaining the lines of grew to large that he was unable to turn it counts that it required two men to load it into a wages, the per indirect place in dimeter.

"Gurden Vegetables surpass anything ever known a tap

by in inclined plane. Uncomment when the sent and sine feet long, and pumpkine measuring through in dismeter.

"Garden Vegetables surpass in ything ever known at the East. Onlines, so large they cannot be put in a description whole; cabbages, the solid head two and a half feet is deter; there is, attributed in the solid head two and a half feet is deter; the solid head two and a half bushel. Now I am aware that one will suffice a half bushel. Now I am aware that rosay of preaders will call this a 'fish story,' and pass it by. Sure them, however, that these are the statements of said frushful mea, and are what has settedly been dead the said frushful mea, and are what has settedly been dead Every one cannot do this; every place will not do it; buthese are real occurrences. And if you don't believe come and see."

the Private Secrenary of Gen. Piero the President elect, Mr. Webster, is the son of Caleb Water of Gilmanton, N. H., and his mother is a sister of Peaslee, M. C. from that State. He graduated at Yale le se in 1848, entered the Law School of Harvard Universal was admitted to the New-Hampshire bar in 1851, which he was a practitioner at Concord. And was a wantil June, 1832.

Rev. Mr. Garretson has been liberate from prison at Ovid, N. Y., where he was contained for ducing a young lady now deceased, through the vointercession of his freeds in his former parish on Lisand, who either paid or became neutrity for him. A continuity of the c